

EMULSION TUBE SELECTION TABLE

With the staggering selection of emulsion tube characteristics, and the chronological assignment of "F" numbers to identify them, this table should help with the tuning of the more popular Weber models.

Richer or leaner fuel curves are achieved by altering the diameters of the tube itself (to establish the volume of fuel in the well), its internal bore, and the arrangement of radial holes drilled into it. The initiation of main metering is determined by the position and number of holes in the top portion of the tube. This is the primary reason the float level is such a critical item on Webers; if the float level is low, the engine will run lean until the airflow is sufficient to draw fuel from the well around the tube. The reverse is true for too high a float level.

| TUNING PREFERENCE | 61450 TUBES DCOE, IDA & F | 61455 TUBES DCD, DCZ | 61440 TUBES DFAV, DGAV, IDA (3V only) |
|--|--------------------------------------|-----------------------------|--|
| Leaner top end | F19 | F8, F9, F31 | F8, F16, F20 |
| Leaner low end and throttle response | F2, F3, F14, F15 | F26, F33 | F33, F34 |
| Common usage | F9, F11, F16 | F23, F26 | F2, F3, F11 |
| Richer low end and throttle response | F7 | F30 | F5, F7, F21 |
| Richer throttle response, no change to top end mixture | F8 | F13 | F25 |
| Alcohol usage | F2, F3, F4, F7, F17 | F8, F10, F29 F25, F26 | F2, F20, F24 |